Q1: Will access still be available for bicyclists and pedestrians during construction?

A1: Access for pedestrians and bicyclists will be maintained across both bridges throughout construction. Short-term flagging and stoppages may be necessary, at times, depending on active construction activities such as, but not limited to, demolition of existing beams and/or erection of new beams.

Q2: Have there been considerations to rehabilitate the Walnut Street Bridge to reroute all Bike/Ped traffic for a dedicated bike/ped structure to alleviate issues with Market Street Bridge construction/limitations?

A2: Since three of the western spans were destroyed in 1996, numerous studies have been completed for the complete rehabilitation of the western Walnut Street Bridge including replacing the missing spans. Those studies indicate that costs could be in excess of $20 Million. Due to the high cost, PennDOT has decided to not proceed with any further consideration.

Q3: There are concerns about safety without a barrier between motorists and the bicycle/pedestrian shared-use path(s). Why were these created without barriers/protection?

A3: Design criteria for this bridge length, traffic volumes, and speed limit do not require barrier-separated sidewalks. PennDOT did consider barriers but due to the nature of the historic eastern bridge, placing barriers would take away from available sidewalk widths. For the western bridge, adding additional barriers would require additional substructure widening. It was decided to keep the cross-section substantially consistent between the east and west shores.

Q4: There are concerns about the height of the existing railing adjacent to the river; keep them as high as possible for safety. Are there any plans to increase railing height?

A4: For the western bridge, railing heights will be constructed to meet current criteria for adjacent bicycle traffic. Since the eastern bridge is historic and the existing sandstone barriers are not being replaced, the existing height will remain unchanged.

Q5: Many prefer as much additional space and safety for bikes/pedestrians as possible. Can a dedicated bicycle path be considered?

A5: Options 2 and 3 have been presented to provide a wider shared-use path on the downstream side for bicycle use.

Q6: Will the new sidewalk have a smoother surface for biking?

A6: Yes, sidewalks will be replaced on both bridges. The existing metal hatches in the eastern bridge are proposed to be relocated to the roadway so that the sidewalk surface can be improved.

Q7: With all three options, what traffic control options are being developed so westbound bicyclists can safely exit off of the bridge deck at the bottom of the Lemoyne Bottleneck? Will new crosswalks be added? Traffic lights re-configured?

A7: Traffic control details have not yet been developed. Crosswalks and traffic signal operations will be considered during the development of those details. The project design teams for both Market St Bridge and the Lemoyne Bottleneck project will coordinate designs to ensure continuity between project limits.

Q8: Would a pedestrian/bicycle underpass or overpass from Wormleysburg to the west bridge sidewalk be possible?

A8: Safe at-grade connections from the Front St signal in Wormleysburg to the western bridge pedestrian/bicycle facilities will be designed and included in the construction project.

Q9: Would improving bicycle lanes from Lemoyne under the stone railroad bridge be possible? There is a thin strip of sidewalk on both sides. I propose making the downstream side wider and providing bicycle lanes and pavement markings, such as sharrows.

A9: A separate project, the Lemoyne Bottleneck Connector, is currently starting design and is scheduled to be constructed before the Market St Bridge Rehabilitation project construction commences and will include appropriate bicycle improvements to support the documented needs.

Q10: Can the Lemoyne Bottleneck be fixed before the bridge for easier bike/ped use?

A10: Yes, that project is currently anticipated to be constructed before the bridge project.

Q11: Will entry and exit from the bridge into Harrisburg or Wormleysburg for better bike/ped safety be addressed?

A11: Connections to and from the bridges at the adjacent traffic signals in Harrisburg and Wormleysburg will be included in the project and be designed once an Option is chosen.

Q12: Has PennDOT coordinated with local County Planning Commissions on this project?

A12: Yes, PennDOT has met with the Tri-County Regional Planning Commission.

Q13: Is there a possibility that in the future, lanes could be adjusted (transitioned to bike or bus lanes) accordingly based on regional transit planning?

A13: Yes, Option 1 and Option 2 provide the flexibility for lane reductions or the reallocation of space to other pedestrian or bicycle facilities in the future.

Q14: Can improvements be identified on the diagrams and mock-ups of what the newly constructed bridge will look like?

A14: Additional mock-ups can be provided once an Option is chosen.

Q15: Has an environmental assessment been conducted? Will there be any environmental improvements (e.g. stormwater management)?

A15: Environmental reviews and assessments are ongoing. Any environmental improvements will be determined once impacts are fully known.

Q16: What are the impacts to boaters during and after construction needing to pass under the bridge?

A16: Currently half-width causeways are proposed to be used by the contractor to complete this work. This means that at all times half of each channel around City Island will be open for boating access under both bridges.

Q17: Are improvements or alterations (lane striping changes, pedestrian/bicycle considerations, etc.) in the works from HATS that may be incorporated into this construction justifying such a narrow Proposed Typical Section?

A17: The Lemoyne Bottleneck Connector project is currently beginning design and will be coordinated with during the design of the bridge rehabilitations. All Options maintain the existing width of the historic east span, while Option 1 and Option 2 would increase the usable width of the west span.

Q18: How will traffic congestion be addressed in Option 3, especially during City Island events?

A18: Traffic signal timing for both adjacent traffic signals in Harrisburg and Wormleysburg meter the capacity on the bridge at any given time. If Option 3 is chosen, then signal timings will be reviewed and revised accordingly during design to accommodate the three-lane cross-section.

Q19: Are there considerations for Accelerated Bridge Construction (ABC) methods to help with traffic control?

A19: ABC methods will be evaluated once an option is chosen to determine the best way to limit construction duration.

Q20: What will the project cost?

A20: Estimates vary for each option shown. Initial estimates range between $56 and $64 Million for construction.

Q21: Will the timing of the South Bridge construction be considered due to concerns over increased traffic detour congestion?

A21: The Department intends to not have the South Bridge under construction at the same time as the Market St Bridges.

Q22: Does PennDOT commit to studying the Climate Change impact of improvement projects when they're specifically car-oriented? If not, why not?

A22: Conformity regulations require PennDOT to assess the potential air quality impacts of all regionally significant planned and programmed transportation projects on the natural and human environment.

Q23: If the region is trying to incentivize people not to use cars and PennDOT is pushing car infrastructure, how do the various entities reconcile different goals?

A23: PennDOT projects are not designed to incentivize the non-use of cars. Transportation projects must reasonably accommodate not only vehicular traffic, but also pedestrian and bicycle users through evaluating current traffic and use studies and future predictive models.

Q24: Currently the west bridge has raised barriers between roadway and sidewalk, which are very helpful in making the sidewalks feel safer for pedestrians. Why aren't these included in any of the options?

A24: These raised barriers are non standard for today's design standards, therefore they were not included in any option. In order to maximize usable space on the deck and provide the flexibility for the reallocation of space to other pedestrian or bicycle facilities in the future, barriers are not planned for either bridge.

Q25: Do the plans include any changes to the City Island access ramps? If not, why?

A25: At a minimum, additional improvements will be made where the access ramps meet Market St to better delineate the right in/right out permitted movements, I.e., preventing left turning movements. The final configuration and design will be dependent on the final option chosen.

Q26: How are you going to maintain access to emergency services, the hospital and not totally bring traffic on the west shore to a standstill by working on the Market St bridge and I-83 bridge at the same time?

A26: The Department intends to not have the South Bridge under construction at the same time as the Market St Bridges.